

CLASSIFIED MESSAGE

DATE 1610Z 17 FEB 66

SECRET

ROUTING

1	9
2	10
3	11
4	12
5	13
6	14
7	15
8	16

TO : DIRECTOR

25X1

FROM :

ACTION:

INFO :

IMMEDIATE

25X1 TOR 1627Z 17 FEB 66

IN 88691

TO IMMEDIATE

CITE

25X1

25X1

1. SUPPLEMENTARY REPORT FROM 372 ACCIDENT SCENE. AIRCRAFT APPROACHED [REDACTED] DOWNWIND FROM NORTH TO SOUTH IN AN ATTEMPTED FLAME OUT LANDING. UNOFFICIAL SURFACE WIND REPORT WAS NORTH 15 TO 18 KNOTS. ONE WITNESS THOUGHT AIRCRAFT TOUCHED DOWN IN LAST 200 FEET OF RUNWAY AND THEN PULLED UP STRAIGHT AHEAD OVER A RICE FIELD, CLIPPED A LIGHT OR TELEPHONE WIRE, VEERED SLIGHTLY LEFT, LEFT WIND THEN STRUCK [REDACTED] 25X1 HOUSING VILLAGE BRICK WALL SHEERING LEFT WING, MAIN PORTION OF FUSELAGE WITH RIGHT WING STRUCK SECOND BUILDING (SAME VILLAGE) AND CAME TO REST WITH NOSE PROTRUDING FROM FAR SIDE OF BUILDING. AIRCRAFT FUSELAGE IS ALMOST ENTIRELY COVERED WITH DEBRIS FROM HOUSE. FUSELAGE IS GENERALLY INTACT WITH NOSE SECTION BADLY DAMAGED FROM IMPACT. PHOTOGRAPHS TAKEN OF ENTIRE AREA.

2. WILL RETURN TO ACCIDENT SCENE EARLY MORNING 18 FEB WITH THE FOLLOWING ACTIONS PLANNED OR CONTEMPLATED:

MORI/CDF

SECRET

GROUP 1  
EXCLUDED FROM AUTO-  
MATIC DOWNGRADING  
AND DECLASSIFICATION

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S E C R E T

25X1  
[REDACTED] IN 88691

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A. DEBRIS WILL BE REMOVED FROM AIRCRAFT TO ENABLE PLACING FUSELAGE ON FLAT BED AND BRINGING TO [REDACTED] UNDER COVER. 25X1

B. FUEL, OIL, OXYGEN, AND HYDRAULIC FLUID SAMPLES WILL BE TAKEN FROM AIRCRAFT IF POSSIBLE.

25X1 C. IN VIEW OF INITIAL ENGINE PROBLEM I INTEND TO SALVAGE ONLY THE FUSELAGE SECTION AND ALL CLASSIFIED EQUIPMENT AND HAVE [REDACTED] DESTROY REMAINING DEBRIS. 25X1

3. SINCE AIRCRAFT IS RESTING IN [REDACTED] AND THE INHABITANTS REMOVED, I INTEND TO COMPLETE THE ABOVE ACTIONS AS QUICKLY AS POSSIBLE TO PERMIT RESTORATION OF NORMALCY IN THE AREA AND NOT WAIT FOR ACCIDENT TEAM TO ARRIVE. ALL RELEVANT EVIDENCE WILL BE RECORDED AND PRESERVED.

END OF MESSAGE

S E C R E T